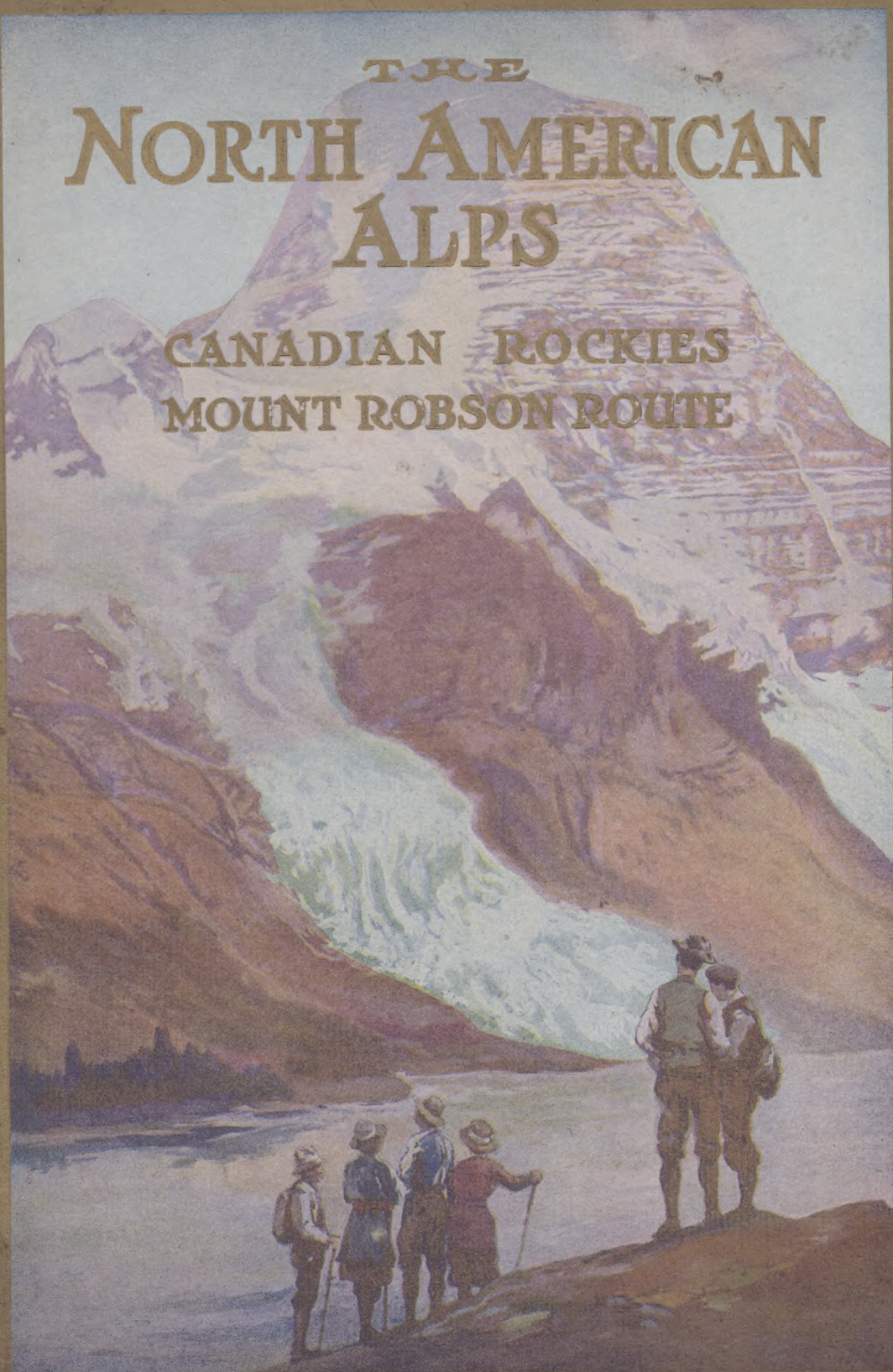


# THE NORTH AMERICAN ALPS

CANADIAN ROCKIES  
MOUNT ROBSON ROUTE

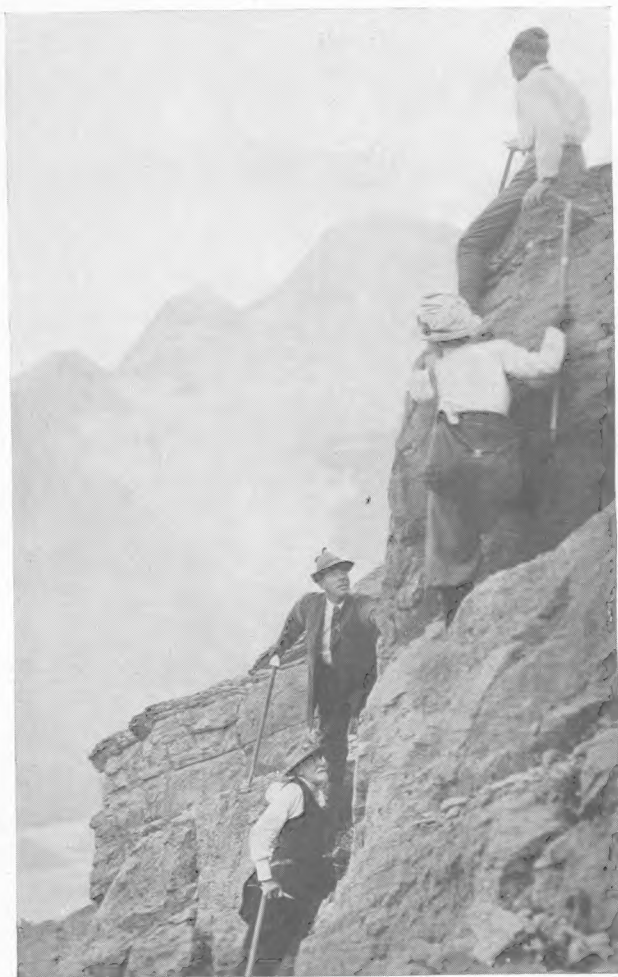




# THE NORTH AMERICAN ALPS

## CANADIAN ROCKIES

Mount Robson Route



NEW TRAILS THROUGH NEW PLAYGROUNDS  
FOR THE  
TOURIST, THE ALPINIST AND SPORTSMAN



Camping near the Base of Mount Robson

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# The NORTH AMERICAN ALPS

## Canadian Rockies

### Mount Robson Route

**W**HY not travel this year over new trails and through new wonderlands, to a country abounding in big things—majestic peaks, great lakes, deep cañons and mighty rivers?

The Grand Trunk Pacific has opened to the traveller a region rich in peerless scenic grandeur. It stands ready to take you through the beautiful Alpine valleys of the Rockies to the base of Canada's greatest peak, "a giant among giants, immeasurably supreme," thence through the fertile and picturesque valleys of British Columbia to the newest port on the Pacific Coast. Here you may board one of the palatial steamships of the Company and sail north to Alaska, that great treasure-land of natural wealth and impressive beauty. When you reach the Pacific terminal of the Grand Trunk Pacific at Prince Rupert, you are at the very front door of Alaska and all the grandeur of this wonderful coast, indented with fjords and mountain-girt inlets. This is "The Norway of America," presenting scenes as lovely as any of which Norway can boast. And these are summer seas through which you sail, undisturbed by storms and tempestuous winds.

If time permits—and this is by far the shortest route to Alaska—you will visit this great Northland and inspect its great glaciers and crested peaks. But the steamships of the Grand Trunk Pacific sail south from Prince Rupert as well as north, and you may dip down through the beauties of the famous Inside Passage to the fine cities of Vancouver, Victoria and Seattle.

The Grand Trunk Pacific can justly claim that it has a tourist route de luxe to and from the Pacific Coast and Alaska, "a route with discomfort eliminated," with magnificent hotels, owned by the railway, at stopping-off points, a roadbed that is the admiration of railway experts, great steel bridges and splendid equipment.

And the Grand Trunk Pacific is linked up with the Grand Trunk proper, Canada's pioneer railway, having terminals in Chicago, Buffalo, Detroit and New England, as well as in all the big Canadian cities, so that it makes a great international transportation system, which can ticket the traveller by a variety of routes and through a breadth of territory that is astonishing.

If the railway had nothing else to offer than a visit to the new Alpine region which it has opened up, it would have strong claim upon the attention of the travelling public. For here you see the Rockies at their best, amid vistas of surpassing loveliness, and at the point where they raise their heads to noblest heights, and earn the name of the North American Alps.

Indeed the Grand Trunk Pacific traverses a vast unspoiled Alpine kingdom, hallowed by history, by Indian legend and by the romance of the path-finders of the fur trade. Here are majestic peaks, snow-capped and glacier-scored,



# THE NORTH AMERICAN ALPS



Interlaken, Jasper Park, Alberta



## · MOUNT ROBSON ROUTE ·



rugged forest-clad slopes, flower-strewn passes, impressive solitudes, beautiful lakes, vast snowfields, and the head-waters of mighty rivers. Above all is the delight to the traveller and the mountaineer which lies in the fact that these regions are "new," that they have not been "overdone," that they represent the last great heritage of beauty given to the people of this continent.

The Canadian Government, recognizing the exceptional beauty of this territory, has set great tracts of it apart to remain forever as national playgrounds, where the tired city man and woman may find in the Spirit of the mountains, far from the strife and bustle of the market-place, peace of mind and renewed physical vigor.

### THE ENTRANCE TO THE MOUNTAINS

The westbound passenger over the Grand Trunk Pacific route may gain his first view of the Rockies within five hours of leaving Edmonton, the fine capital city of Alberta, the peaks to the south of the Yellowhead Pass being discernible even at a distance of eighty miles. When the departure from Edmonton is at night, however, the traveller awakes in the morning to find the train sweeping through the very portals of the Rocky Mountain Range, and it is an experience, this awakening in the mountains, that seldom fails to thrill even the most experienced of travellers. From the time Winnipeg had been left behind, the journey had been over the rich prairie lands of western Canada—a vast sea of emerald green in the spring and of golden-brown in mid-summer and early fall. Nature



Maligne Lake, Jasper Park, Alberta



## THE NORTH AMERICAN ALPS



now presents an even lovelier picture, showing her mightier handiwork, created in the hours when the continent took form. Everywhere there is the inexpressible influence of the mountains, subtle and ethereal, associated with impressive solitudes and lands of eternal snow.

You should particularly notice this wonderful gateway to the mountains. As the range is approached from the east, the snow-capped peaks can be seen sparkling in the early morning sunshine. They rise one above the other in grand array and appear to form an impenetrable barrier against which further progress is impossible, but out from among the mountains flow the hurrying waters of a river and point the way to where Nature has cleft the range and opened a way through which the commerce of the plains may reach the Pacific Ocean. There is probably no other pass through a great mountain range so impressive as this Yellowhead Pass, of which the valley of the Athabaska River is a part. The pass was chosen by the engineers, who plotted the line of the Grand Trunk Pacific by reason of its striking characteristics, and it allowed the railway builders to take their line across the Rockies at the lowest altitude ever achieved by any transcontinental railway. The Pass widens out, then narrows again as it curves through the mountains. On each side it is flanked with mighty peaks, and the traveller sees the full contour and majesty of the mountains. While the Grand Trunk Pacific was the first railway to push its steel through this Pass, the Yellowhead has been for generations the great natural artery of the fur trade. It derives its name from the custodian of an early Hudson Bay post, established



The Driveway to Maligne Cañon, Jasper Park





## MOUNT ROBSON ROUTE



in this region in 1800. The trader in charge of this post was Jasper Hawes, but he was known to the Indians and half-breed hunters as "Tete Jaune" from his shock of yellow hair, and this led to the naming of the historic pass. The passage through the mountains by way of the Yellowhead Pass is one of the greatest travel opportunities offered on this continent. You may traverse it a score of times and find new points of beauty, and see the peaks which fringe its length from new angles on each occasion. Perhaps no lovelier view can be had of the Pass than on a moonlight night, when the high, rugged mountains towering towards the sky, and the steep, rocky slopes appear as if hardly real.

Guarding the eastern entrance to the Pass are two exceptionally fine mountains, Boule Roche Mountain and Roche a Perdrix, and these mark also the entrance to Jasper Park. This great national reserve comprises 4,400 square miles. For all time this great area will be preserved from spoliation at the hands of lumbermen, while within its borders wild life will be unmolested. No general description at all adequate can be given of a tract of such magnitude, containing such a variety of physical features. No better place could be chosen for a stop-off on your trip. There is mountain climbing here that will tax the resources and skill of any Alpinist, with a variety of easier climbs for those less ambitious. You may spend perfect days in these valleys, bedecked in season with brilliant flowers, or take excursions over the good trails, which have been made during the past few seasons. These carriage roads and trails have been designed to lead you to many of the scenic gems within the Park. Lakes Pyramid and Patricia,



Brule Lake, Boule Roche Mountain and Roche Miette, Jasper Park, Alberta



## THE NORTH AMERICAN ALPS



in the shadow of Pyramid Mountain, are only four miles from Jasper Station, where the park superintendent and his staff make their headquarters. In Pyramid Lake you will find an opportunity to exercise your skill with the rod, for while no hunting is allowed in this domain, you may enjoy the excellent fishing. A longer trip is that to Maligne Cañon and Maligne Lake. The Maligne Cañon is one of the most spectacular in the mountains and the route leading to it skirts Lakes Edith and Beauvert, passing through forests of spruce and cottonwood. The walls of the cañon are over 300 feet in height. Maligne Lake is thirty-five miles from the cañon, but no traveller who has ever made the trip has been disappointed, so magnificent are the surroundings of this emerald sheet of water. From Jasper Station you may see also Mount Cavell, the peak named in honor of Miss Edith Cavell, the British nurse, shot in Belgium.

The first of the lakes encountered in the park is Brule Lake, which is an expansion of the Athabaska River, and the railway line runs along the east bank of this lake. At Miette Hot Springs Station you may see where Fiddle Creek empties into the Athabaska River, and the valley of this creek will take you to the Hot Springs, which are found in several basins, the encrustations being yellow, showing the strong sulphurous nature of the water, the temperature of which ranges from 111 to 127 degrees and has fine medicinal properties. From Pochontas Station an attractive trail leads to Punch Bowl Falls.

The western boundary of Jasper Park is also the boundary line between Alberta and British Columbia, but immediately upon entering the coast province



Maligne Cañon, Jasper Park, Alberta

## MOUNT ROBSON ROUTE

you are in another great national reserve. This is Mount Robson Park, and it has as its centre-piece the peak of that name. It is almost as large as Jasper National Park, and these two great playgrounds, combined, embrace an area as large as Switzerland, and possess scenic beauty that is unsurpassed. Mount Robson (13,068 feet) is not only supreme among the Canadian Rockies, but it has points that make it notable among mountains in general. Usually, high mountains are surrounded and led up to by many neighbours and rivals not much smaller in stature, so that the full effect of the height of the master peak is lacking. Robson, however, rises head and shoulders above its surroundings, reaching at least 2,500 feet above the nearest peak, Mount Resplendent, and more than 3,000 feet above any others. Its great mass stands out boldly, facing the deep valley occupied by British Columbia's greatest rivers. Few mountains in the world can surpass this peak in beauty of form. The traveller has an excellent view of the mountain from the line and whether seen in cloud, in brilliant sunshine or by moonlight, Mount Robson is superb, and the other peaks of the district, Resplendent, Whitehorn and Rearguard, will set in your mind a new standard of Alpine scenery. Associated with the mountain is a great glacier, which tumbles its mass of fragments down into Berg Lake at the foot of the peak, and these great masses of ice drift to and fro upon the emerald waters of the lake. You will see the glistening crest of Robson for twelve miles after leaving Mount Robson Station.



Jasper Park Camps, on Lac Beauvert, Jasper Park, Alberta

## THE NORTH AMERICAN ALPS



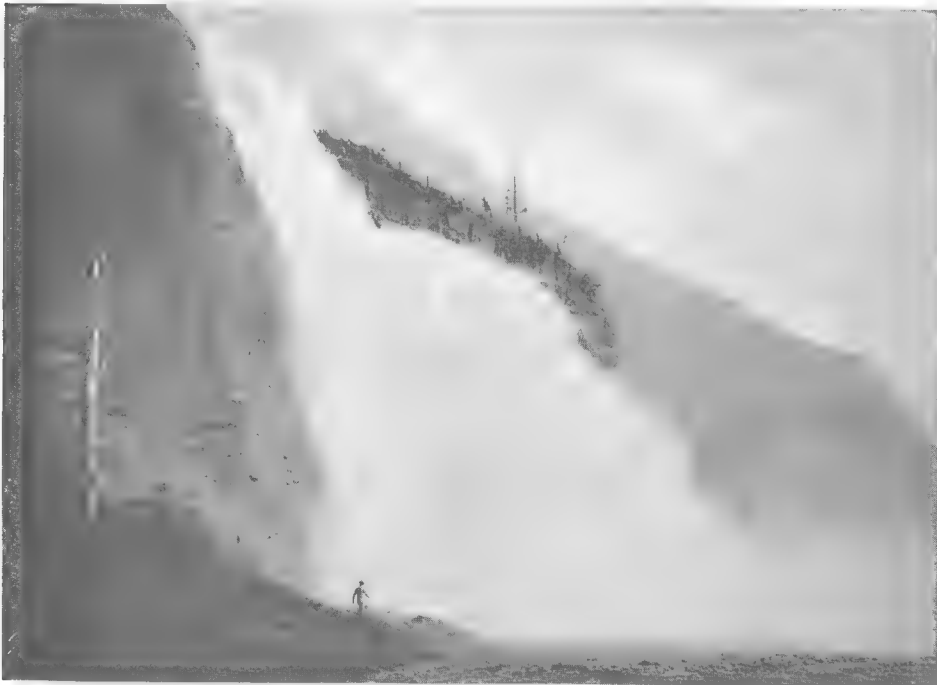
The Punch Bowl Falls, Jasper Park, Alberta

## MOUNT ROBSON ROUTE

### WHAT TRAVELLERS SAY

Since the building of the Grand Trunk Pacific line, this Alpine Wonderland has attracted mountaineers and travellers from all parts of the world. Some of the members of the Alpine Club of Canada, and other famous travellers, give you here the benefit of their opinion of this region as a holiday resort.

MAJOR C. H. MITCHELL—"I look back with the keenest pleasure upon my fortnight spent in the Mount Robson region and consider it to be the most unique and interesting of my many holidays in the Canadian Rockies—interesting because of the novelty of being in entirely new and almost unexplored country, and unique because this region stands out, in my opinion, far beyond all others of those I have visited, by reason of its grandeur and its magnificent heights and distances. It is hard to conceive a grander mountain prospect than greets one when alighting from the train at Mount Robson Station, and nowhere else in my travels in the Swiss and Tyrolese Alps, or in the Rockies, have I seen the rare view of a great mountain peak rising in a sheer isolated mass ten thousand feet from the valley floor. The route which we followed through the wonderful Valley of a Thousand Falls was, in itself, apart from towering Robson, a trip for which, I think, many will travel days to enjoy. Not until one gets up to Robson Pass, however, does the real greatness of this vast mountain region unfold itself, and when one contemplates the bulk of the Robson mass, the glistening slopes of Resplendent and the towering pyramid of Whitehorn, he will truly stand



Emperor Falls, Mount Robson Park



## THE NORTH AMERICAN ALPS



Lake Adolphus, Mount Robson Park, B. C.



## MOUNT ROBSON ROUTE



spellbound among their grandeurs. The Robson Glacier is unique amongst the famous glaciers of the world, not only because of its size, length and width, but because of its uniformly even and easy slope."

PROFESSOR W. E. STONE (President of Purdue University)—"I have seen most of the mountain regions of western Canada and northwestern United States, and I can say, without qualification, that the Mount Robson district excels all others with which I have had any experience in its magnificence. The great amount of unexplored country, the tremendous mountains, vast glaciers, snow fields, deep valleys and lakes, all contribute to make this a most wonderful region for mountaineers, hunters and scientists."

PROFESSOR CHARLES E. FAY (President of the Appalachian Club)—"I shall always cherish delightful memories of my recent visit to the Mount Robson country and my stay in the camp at the base of that superb mountain. Thanks to the glorious weather that favored us, its majestic shape was visible, towering over us at all hours and in almost every condition."

PROFESSOR F. W. FREEBORN—"The grandeur, the beauty, the charm of that Robson region is so far beyond the impression that I had formed from other men's descriptions and from photographs, that I can find no language adequate to characterize it."



Mount Robson and Grand Fork Valley

## THE NORTH AMERICAN ALPS



Totem Poles of Kitwanga, Skeena River, British Columbia



## MOUNT ROBSON ROUTE



MR. H. WESTMORLAND—"The lakes have all the color of those in the Tyrol, and the massive grandeur of Mount Robson, towering up 8,000 feet above Berg Lake, and the Tumbling Glacier, is just as awe-inspiring as the effect given by the giants of the Alps. Another charm of the valleys is the profusion of wild flowers, and the trails must be a never-ending source of joy to anyone who has studied the flora of any mountain region. Amongst the mountains I have visited from time to time, both in Canada and in the Alps, and in the Dolomite Mountains of the Austrian Tyrol, in pursuit of good climbs, there is no region which holds out a stronger attraction for a return visit than the district of Mount Robson."

### WEST FROM THE YELLOWHEAD PASS

After leaving the Athabaska, the railway follows the swiftly-flowing waters of the Fraser, green and foam-flecked, the line running high above the stream and enabling the passenger to gain a magnificent impression of the country. This great river, which has its headwaters in the Yellowhead, flows through a broad valley and waters great fertile tracts before it enters into the Pacific, 800 miles away. At Prince George the Fraser turns sharply to the south, but the line of the railway continues west through another beautiful valley, the Nechako. This valley is characterised by its wealth of plateau and valley lands suitable for agricultural purposes, and along its course are many gems of sylvan scenery. Vanderhoof, the capital of the Nechako Valley, is the gateway of the Lakes Region of British Columbia.



Qu 'Appelle (Who Calls), Tachick Lake, B. C.







## MOUNT ROBSON ROUTE



After the Nechako comes the Bulkley Valley, and now we enter again into the mountains. This is the Coast Range, and fine peaks are in sight all the way from Smithers to Prince Rupert, a distance of over 200 miles. The Bulkley Cañon and the Bulkley Gate are among the features that will hold your attention during the first stage of this journey.

Near Hazelton the Bulkley meets the Skeena River, and the railway follows the Skeena down to the Pacific Ocean. Near the junction of the rivers is the Rocher Debole Mountain, known as the Mountain of Minerals. Like Hudson Bay Mountain, passed some miles further east, this peak is highly mineralized, and large quantities of copper ore are being taken from its sides. Quaint Indian villages with the totem poles of the tribes, are situated along the banks of the Skeena River, which is the most picturesque and turbulent stream flowing into the Pacific Ocean. You will see from the train the swirl of its currents, while from its bed there rise great rocks, making navigation difficult and dangerous. Both sides of the river are fringed with mountains, and this continues over the whole length of the stream. One of these peaks was chosen in the spring of 1916 to bear the name Mount Sir Robert in honour of Canada's Prime Minister, Sir Robert Borden. This peak can be seen from the grade, near Doreen Station, and on its flank you may notice a large glacier, which appears fully a mile in width, and has been named Borden Glacier. And so the line wends its way down to the seaboard. There is a gradual falling off in elevation, but no diminution in the beauty of the scenery.



Seven Sisters—a View on the Skeena River, British Columbia



S. S. Prince Rupert Steaming Through Fairway Inside Passage to Alaska

# CANADA - ALASKA SCENIC SEA ROUTE

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Summer Cruises in Northern Seas on Grand Trunk Pacific Steamships

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THE North Pacific Coast from Puget Sound to Alaska is rapidly becoming one of the most popular vacation territories for the peoples of the American continent. The delight of sailing in magnificent steamships through the blue waters of the Pacific Ocean and the pleasure derived from viewing the magnificent scenery of this region, comprising beautiful mountain ranges, fjords and evergreen islands, combine to make an irresistible appeal.

This whole territory has been well named "The Norway of America," and its beauties often transcend those of Norway's famous scenic coast.

With the completion of the Grand Trunk Pacific Railway and the placing in service by that Company of a splendid fleet of steamships, this territory can now be reached and its glories explored more expeditiously and with greater travel-comfort than has hitherto been possible. The steamships "Prince George" and "Prince Rupert"—by far the finest in these waters—have a speed of more than eighteen knots, and with the fast service provided by the Grand Trunk Pacific



A Glimpse of Prince Rupert Harbour



## CANADA - ALASKA



Railway and its connections from all important points, you may take a summer cruise in these northern seas, inspect the wonders of Alaska and the beauties of the Rocky Mountains, and be back in your home, or your office, at almost any point on the continent within thirty days.

The steamships of the Grand Trunk Pacific provide a service three times a week between Seattle, Victoria, Vancouver, Prince Rupert and Anyox, B. C., and a weekly service from these points to Alaska, visiting, on this Alaskan trip, Ketchikan, Wrangell, Juneau and Skagway.

The trip from Seattle to Skagway is approximately 1,000 miles, and it takes you through the famous inside passage, guarded from storms and turbulent water by a long protecting chain made up of hundreds of islands. The steamships wend their way in safety through deep channels, up mountain-girt inlets, and through lake-like expanses of water. The multitude of islands and the diversified shore-line present new pictures to the eye with every change of course. You become conscious that there is some magic touch of restfulness in these soft winds, warmed by the Japan Current, which breaks upon this coast. From the time the Olympic Mountains, which fringe Puget Sound, are left behind until Skagway is reached, fine mountain peaks, many of them snow-capped, are constantly in view.

All travel worries are left behind when you go aboard one of these splendid steamships. The pleasant hours spent in admiring the glories which Nature has lavished upon this portion of her domain, the happy social life which develops



Vancouver, with North Vancouver Across the Harbour



## THE SCENIC SEA ROUTE



as the journey proceeds, with its deck games and informal concerts, and the peaceful nights in the cool, white staterooms, make this trip one that will linger in your memory as long as life lasts.

One of the pleasant features of this trip is the opportunity which it offers for visiting the new and attractive cities of this portion of the Pacific Coast. The steamships stay for several hours at each of the points of call, allowing passengers an excellent opportunity to become acquainted with the developments which have taken place, and to study the characteristics of Alaska—that great treasure-vault of natural wealth which is now attracting so much attention.

### SEATTLE TO VICTORIA AND VANCOUVER

THE southern terminal port of the Grand Trunk Pacific steamships is Seattle, on Puget Sound, "The Mediterranean of the Pacific." Founded on Elliott Bay in 1853, this beautiful city, with its 203 miles of paved streets and millions of dollars' worth of great buildings and public improvements, has grown to greatness by the modest start given it by one little sawmill. When the first great transcontinental railroad came to Puget Sound, it "passed Seattle up." Nothing daunted, Seattle built her road out to connect. Eventually, through the efforts of these pioneer city builders, "Seattle Spirit" won, and to-day Seattle is the terminus of four great transcontinental railroads, and from her harbor ships, carrying her products, depart to all parts of the world.

Aside from its interest as a commercial center, Seattle probably offers in scenery as many points of interest as any city on the Pacific Coast. It covers



A Portion of Victoria, B. C.





Scenery on Princess Louise Inlet, Inside Passage

## THE SCENIC SEA ROUTE

hills and lowlands from Elliott Bay to Lake Washington, a strip of country about four miles wide and fifteen miles long, with thirty miles of waterfront. It also includes two smaller lakes, whose shores are covered with the homes of its citizens. The snow-capped Cascade Range is on the east and the beautiful Olympics are to the northwest. The Grand Trunk Pacific's splendid new docks, at the foot of Marion Street, are most centrally situated.

Leaving Seattle, the sail up Puget Sound, and across the Strait of Juan de Fuca to Victoria, is peacefully picturesque, with green hilly shores on either side, and the snow-topped Olympics constantly in view. Industrious towns occupy any suitable flat available. Islands there are also, and when the strait is reached, wild fowl and marine plants, including floating masses of serpent-like sea-kelp, lend constant interest to the journey. Port Townsend is flanked by military forts, the watchdogs on the threshold of the Sound. Approaching Victoria, Beacon Hill, with its handsome homes and beautiful park, arrests attention until the Parliament Buildings, part of the city, and the outer steamship docks are passed, when the ship, floating gracefully through the inner harbour entrance, making a complete turn in doing so, brings the expectant tourist to a scene of peculiar attraction in the heart of Victoria, the capital of British Columbia. Victoria lies at the southeastern extremity of Vancouver Island and has a population of 60,000 people. Near Victoria is the famous Malahat Drive, one of the most beautiful scenic highways on the continent. Several superb golf links are



The Harbour and Town of Ketchikan, Alaska



## CANADA - ALASKA



in or near the city. Victoria is a port of call for Trans-Pacific liners and its coastwise trade also is considerable. Extensive additions to the outer harbour at Victoria, including a breakwater 2,500 feet long, are now in progress, for which the Dominion Government has appropriated close to \$2,500,000.

Victoria has an ideal climate, light rainfall—twenty-seven inches annually—with plenty of sunshine, mild winters and cool summers. Its chief pride is its magnificent Parliament Buildings, architecturally distinctive, and the interior decorations attest the richness of the quarries of the province.

The city is rarely mentioned without being spoken of as the most English place in America. The climate and scenery are declared to be peculiarly English, and its citizens, largely English by birth, are English in sentiment, tradition and manners. Its miles of beautiful residences and English gardens proclaim the aesthetic taste of its people and their solid prosperity.

For a great part of the eighty-three-mile run from Victoria to Vancouver, the steamship either follows the coast of Vancouver Island or wends its way through an archipelago of beautiful islands. It crosses the Strait of Georgia, passes the mouth of the Fraser River, where the white canneries and thousands of fishing boats, in the season, impress one with the extent of the salmon fishing; leads on past English Bay and Stanley Park, with their immense trees and beautiful drives, and crosses the splendid harbour to the fine steamship docks, owned and



Salmon Leaping the Falls at Ketchikan



## THE SCENIC SEA ROUTE



operated by the Grand Trunk Pacific, to take on its northbound passengers and to permit those already aboard a few hours on land for sight-seeing and kindred purposes. Burrard Inlet, which constitutes the harbour of Vancouver, is worthy of flattering comment from a scenic standpoint.

The population of Vancouver, including North Vancouver and suburbs, in the beginning of 1916, was over 100,000. It is only ten years ago that the entire population on Burrard Inlet was only 40,000. Vancouver is the chief port on the Pacific Coast of Canada. Steamers hailing from all parts of the world carry the immense commerce pouring through this port. The business section of Vancouver would do credit to much older cities and everything proclaims a substantial community. Across the Strait of Georgia are the mountains of Vancouver Island, to the south are the Cascade Range and the Olympics, with Mount Baker towering over all. Stanley Park, probably the greatest of the natural city parks in America, is within the city limits and possesses a great variety of the monster trees of the Pacific slope. Many comfortable hotels minister to the wants of tourists. Passengers, whose time or connections will not permit joining the steamship at Seattle, may make their journey by rail to Vancouver, which is the terminus of trains from Seattle and beyond, as well as of two Canadian transcontinental lines. For through passengers to and from Victoria and Seattle, ample time is allowed between arrival and departure of the Grand Trunk Pacific steamships to "do" the city and parks.



Wrangell is One of the Oldest Settlements in Alaska



## NORTHBOUND TO PRINCE RUPERT

Each corner of the world has its gems of scenery, but it has been justly claimed by those who have seen all these that the real wonderland, embracing the greatest variety of those things which delight the tourist's mind, is to be found in the trip north from Vancouver to Alaska. The entire route is landlocked, or at least sheltered, with the exception of a short distance. The Strait of Georgia is traversed for the first 120 miles from Vancouver and is fairly open, but with many islands, some of considerable size. To the west is Vancouver Island, which is still largely a *terra incognita* owing to its vastness, its extremely mountainous character in general and its dense forests. Large areas suitable for agriculture exist, while there is a wealth of timber and minerals.

The mountains of Vancouver Island are in view after leaving Vancouver and until the head of the island is reached. These mountains rise up in fairly regular form, their general elevation being about 5,000 feet. As a rule snow is visible on all. There are no glaciers, consequently the timber line appears to be about at the summit of the mountains. The Coast Range, as well as the mountains on Vancouver Island, are in view toward the head of the Strait of Georgia, also running up 5,000 to 6,000 feet and somewhat less regular than the mountains on Vancouver Island. When the Seymour Narrows are reached the Strait of Georgia ends. This swift-water passage, while one of the many to be found between Vancouver Island and the mainland, is possibly the most noted of these narrows or straits. The rocky, tree-clad walls, which hem the water in, seem



Juneau and Gastineau Channel, Alaska





## THE SCENIC SEA ROUTE



within a stone's throw of the steamer on either side as the narrows are traversed. This channel is about two miles long and slightly more than a quarter of a mile wide, and through it the tide rushes and meets at certain stages. Consequently slow progress is made against the current, but when travelling with it the speed is very swift, and the water has all the appearance of a rapid.

Through Discovery Passage and Johnston Strait the character of the scenery varies at each turn, owing to the numerous islands and inlets. These inlets all along the coast deeply indent the land, in some cases for hundreds of miles, and further north permit the warm Chinook winds from the Japan Current to pass through the Coast Range of mountains, and temper the climate of an enormous area of arable land in the northern interior plateau of British Columbia, which is traversed by the Grand Trunk Pacific Railway.

On the northern cruise, not the least interesting or infrequent of the sights from a Grand Trunk Pacific Steamship, is to meet or to travel on a parallel course with a school of whales—frequently four, five or even twenty huge fellows, blowing and plunging clumsily along, showing their backs and dorsal fins above the water, their tails rising as the next plunge is taken.

After traversing Johnston Strait the Indian village of Alert Bay is passed. This place has a cannery, in fact along the entire coast the ports of call usually boast one or more canneries, for fishing is perhaps the calling that attracts the greatest number of followers on the coast, with the possible exception of lumbering. Alert Bay is noted for the greatest variety of totem poles on the Pacific



On the Lynn Canal, Alaska

## CANADA - ALASKA

Coast. The one street of the village is bordered with these quaint and remarkable totems—some of them thirty and forty feet high—representing a record of tribal history, its wars and victories.

The route continues through winding channels, between scores of islands, until Queen Charlotte Sound is reached, and steaming across this opening with nothing to the west but the Pacific Ocean, brings the boat into sheltered ways again, behind Calvert Island, when a great natural canal to Bella Bella village is followed in almost a straight course. Bella Bella marks the entrance to one of the channels of the deep Dean Channel, which penetrates the main coast for a hundred or more miles. It was here that Sir Alexander Mackenzie reached the Pacific Ocean after his overland journey across Canada in 1793, the first to perform this feat; and twelve years prior to the accomplishment of the overland journey across the United States, from the mouth of the Missouri River, by the intrepid explorers, Lewis and Clarke. North from this point the scenery is even finer than in the channels east of Vancouver Island, although the mountains are not especially high. There is no fir beyond the latitude of the north end of Vancouver Island, but along the whole coast there is a tremendous growth of spruce, with some cedar. Finlayson Channel and Greenville Channel give an almost unbroken canal-like passage to within a short distance of Prince Rupert, and Finlayson Channel is probably the most attractive scenery on the whole route between Seattle and Prince Rupert, the channel being very narrow and the hills abrupt.



Totem Poles at Kasaan, near Ketchikan, Alaska



## THE SCENIC SEA ROUTE



Prince Rupert is situated on Kaien Island, and the lines of the Grand Trunk Pacific Railway, of which the city is the western terminal, are carried over to the mainland on a great steel bridge. The location of the city was chosen, owing to its fronting on a great natural harbour, fourteen miles long and with deep water and good anchorage and devoid of strong tidal currents. Prince Rupert is rapidly becoming the center of the north Pacific Coast fisheries, and it already possesses one of the largest cold storage plants in the world. Immense catches of halibut are delivered at its wharves and these reach the eastern markets by way of the Grand Trunk Pacific Railway, thus saving the fishing fleet a five-hundred-mile sail down to railhead at the more southerly ports. Prince Rupert is also the veritable front door to Alaska, being within forty miles of the Alaskan boundary and served by a transcontinental line providing, with its connections, fast service to and from all parts of the continent. Prince Rupert is, moreover, a day and a half's sail nearer the Orient than any other North American seaport, and, with development of the Eastern and the Alaskan territories, is a city assured of future greatness. One of the features of the waterfront is the Grand Trunk Pacific ship-building plant and dry-dock, built at a cost of over \$2,000,000, and capable of handling the largest vessels on the Pacific Ocean.

Prince Rupert, itself, will be a very beautiful city. The site is not deep, as it terminates against a high ridge of mountains about two miles in a direct line from the harbour front; the rise is gradual for about 350 feet from the water to the highest part of the city and then drops about 100 feet to the base of the



Taku Glacier, Taku Inlet, Alaska



## CANADA - ALASKA



mountains. Southeasterly and northwesterly, however, there is ample room for expansion. The city also derives a considerable trade from the salmon fishing and the canneries along the Skeena River, near the mouth of which it is situated.

### PRINCE RUPERT TO ALASKA

From Prince Rupert the steamship route skirts the southern shore of Digby Island and, entering Chatham Sound, passes the Indian village of Metlakatla. The International boundary between Alaskan and Canadian waters cuts across the top of this Sound and the ship passes from British to American waters. From the top of Chatham Sound two long arms of the sea pierce the mainland of British Columbia. These are the Portland Canal and Observatory Inlet, and at the head of each of these natural waterways mineral mining on a large scale is going on. At Anyox, on Granby Bay, on Observatory Inlet, are located the famous "Hidden Creek" mines acquired by the Granby Consolidated Mining, Smelting and Power Company, Ltd. This great copper mining enterprise has created a town of its own, with up-to-date bungalows, club and hotel, electric-lighted thoroughfares, and pure water supply, recreation rooms for employees, and hospital for the care of the sick or injured. The Grand Trunk Pacific steamships give an excellent service to Anyox, on Granby Bay, but it is not a port of call for the through Alaska steamships.

On this Alaskan trip the first port of call northbound from Prince Rupert is Ketchikan. It is situated on the southern shore of Revilla Gigedo Island, and the mountains guard it like sentinels looming above its harbour, which is



Skagway, Alaska, has Picturesque Situation



## THE SCENIC SEA ROUTE



shaped like a half-moon. It is a bustling little Alaskan town of about 2,000 people, and it does a very large business with the fishing fleets. A rushing stream flows in cascades and rapids through the town. A mass of leaping salmon fills this stream in season, the fish fighting their way up to the spawning-grounds. This river furnishes the town with water power for generating the electricity used in the lighting and telephone services. It has a cosmopolitan population, men from all parts of the world being attracted to these Alaskan fishing grounds, which are considered to be the richest in the world.

From Ketchikan the steamship sails along the east coast of Prince of Wales Island and through many beautiful channels to Wrangell. Wrangell is situated at the mouth of the Stikine River, and stern-wheel steamers operate from this point during the season of navigation up to Telegraph Creek, in northern British Columbia, a centre which has become famous for the opportunities which it offers to big-game hunters. One of the first settlements in this whole Alaskan region was at Wrangell, which is named after Baron Wrangell of Russia, and has a history dating back to 1834. You will find here many associations with the period of Russian ownership of this territory before its purchase by the United States Government. You should inspect the fine collection of old totem poles, Indian graves, and other evidences of native habitation.

It was in 1711 that Peter Pophoff, a Russian explorer, brought back the first news of this Alaskan territory, having sailed through the Behring Strait. Following this there were many expeditions by other navigators, Spanish, English and Danish, but the hardships encountered were such that they brought back but



Games on the Spacious Deck of the Steamship

## CANADA - ALASKA

little data concerning the new lands, which were considered to be a part of Asia. Captain Cook, sailing from Plymouth, established the fact that there was no land connection between America and Asia, and he surveyed a part of this northern coast and then went south to the Hawaiian Islands. Fur traders followed the early explorers and in the meanwhile the Russians made good their claims to this territory, concluding a treaty with England with this end in view. The United States negotiated with Russia for the purchase of Alaska over a period covering many years, and at last a basis of agreement was reached, Russia offering to sell the territory for \$7,000,000, with an extra \$200,000 to settle the claims of the Russians residing there and pay the cost of the transfer of the territory. Secretary of State Seward, on behalf of the United States, and Baron Steockel, the Russian Ambassador at Washington, fixed the final terms of the treaty in the early hours of the morning, and the Senate afterwards ratified the deal. At Sitka, on the 18th October, 1867, a party of American soldiers and an equal number of Russian soldiers watched the hoisting of the Stars and Stripes on a flagstaff, and the United States became the possessor of this great territory at a cost of about two cents an acre. The name was changed from Russian America to "Alaska," which was the title by which the natives used to describe it, and which translated means "The Real Mainland."

Leaving Wrangell, the next port of call is at Juneau, now the capital of Alaska and the biggest city of the territory. Juneau to-day has some 5,000 inhabitants and you will see motor cars on its streets and every sign of a prosperous community. Behind the town Mount Juneau rises sheer up towards the clouds.



In the Wake of the Vessel

## THE SCENIC SEA ROUTE

The town itself lies on the mainland at the head of the Gastineau Channel, and just across this strip of water is Douglas Island and the towns of Treadwell and Douglas, the centers of a great mining industry. The largest gold quartz mills in the world are at Treadwell, over a thousand stamps being in operation day and night, and the crushing of the quartz is a process which attracts hundreds of visitors. A service of ferries connects Juneau with the other towns on the channel. Juneau is in about the same latitude as the lowlands of Scotland, and you will find the hillsides near the town covered with luxuriant vegetation and patches of wild berries and flowers. In midsummer there are only a few hours of darkness, and you may read your newspaper on the street at ten o'clock at night.

Lynn Canal, a beautiful fjord, is followed from Juneau all the way up to Skagway, the northern terminal point of the Grand Trunk Pacific steamships. The traveller notes, as he goes further north, a steady increase in the size of the mountains, the scenery growing even more striking and on the Lynn Canal some of the loveliest vistas of this whole Northland can be obtained from the deck of the steamship.

At Skagway, back in the days of the Klondyke rush, there gathered 15,000 people, attracted by the lure of gold. This was the famous gateway to the Golden North. Skagway streets have to-day lost that touch of feverish energy, but it is very easy to picture in these surroundings the days of 1897, 1898 and 1899, when the hardy woodsman, self-reliant miner and ill-fitted city clerk jostled each other and made merry before starting up the cruel White Pass Trail over the mountains that hemmed in the town, to explore the new Eldorado. You



Typical Scenery in the "Norway of America"



## CANADA - ALASKA

may still hear many interesting stories of Soapy Smith and his gang of outlaws, whose mission in life was to relieve all in-coming gold-seekers of their meagre bank rolls, and all out-going miners of their accumulations of gold dust and nuggets. You may go to the summit of the White Pass to-day in three hours, travelling in a comfortable train, but during the gold rush, when the trail was packed with gold seekers, the journey took several days, and many died or froze to death before they reached the top. The White Pass & Yukon Railway makes access to the Yukon Territory easy, and a magnificent side trip can be made over this route to Dawson City, beautiful Lake Atlin, and the points of interest along the mighty Yukon River.

### A WONDERFUL TRIP

This trip on the Grand Trunk Pacific steamships, through the glories of the North Pacific Coast to the wonders of Alaska, is one which will well repay the traveller. It offers the maximum of travel comfort with unsurpassed scenic attractions. You will be happy on these great ships, and in this new land of the North find new interests to refresh a jaded mentality, while the bracing winds of the Pacific will re-invigorate your physical being.

Mr. Frank G. Carpenter, the well-known traveller and author, writing in January, 1916, of his trip to Alaska, says: "I despair of giving you any idea of the beauties of this voyage, they are so many and so varied. Now you have the wonders of the Swiss Lakes, now those of the Inland Sea of Japan, and now beauties like those on the coasts of New Zealand. There are all sorts of combinations of sea and sky, of evergreen slopes and snow-capped mountains. The color effects



Portion of Passenger Accommodation on the "Prince George"



## THE SCENIC SEA ROUTE



are beyond description and the sunsets indescribable in their changes and beauties. The islands are of all shapes and sizes and they float upon sapphire seas. Many of the islands have snow-capped mountains that rise in green walls almost straight up from the water, and their heads are often crested with silver."

### SHORTEST ROUTE TO ALASKA

An attractive feature of this new service to Alaska lies in the happy manner in which it links up with the Grand Trunk Pacific Transcontinental Railway connections. The Grand Trunk Pacific represents the last and best word in railway construction, and its western terminal at Prince Rupert is within forty miles of the Alaskan boundary. Transcontinental tickets are available via Prince Rupert at similar fares to those obtainable by any other route. From all important points in the United States and Canada you may plan your tour over this line, and, en route, inspect the greatest peaks in the Canadian Rockies, the Alpine wonderlands of Jasper and Mount Robson parks, and arrive at Prince Rupert ready for your great trip to the North. By using this route you will save at least three days on your Alaskan trip, besides about half the cost of the Alaskan side trip as contrasted with other routes. On the southbound journey from Alaska, if you so desire, you may continue on the same steamship down to Victoria, Vancouver and Seattle, where various routes are available for your return.

Should you wish to begin your journey at one of the more southerly ports, the Grand Trunk Pacific should be used on the homeward trip, making possible an ideal triangular tour.



Dining Room on S. S. "Prince Rupert"

## CANADA - ALASKA

### MAGNIFICENT STEAMSHIPS

The fleet of the Grand Trunk Pacific Steamship Company includes the fine oil-burning steamships "Prince George" and "Prince Rupert," which are as famous for the excellence of their cuisine as for the elegance of their appointments.

These beautifully designed and graceful steamers are the largest and fastest vessels of their class in the North Pacific Coast waters, also the handsomest in their outside appearance and interior decorations. The general dimensions of these vessels are:

Length over all.....	320 feet
Breadth.....	42 feet
Gross tonnage.....	3,500 tons

Twin-screw engines, triple-expansion, with four cylinders and cranks, balanced to ensure smooth running without vibration. Indicated horse-power about 7,000. Speed, 18½ knots, loaded. Passenger accommodations, 220 first-class; 132 second-class. There are no inside staterooms. Air, light and ventilation perfect. Promenade space for about 1,500 people. Crew, 84.

The vessels are rigged as two-masted fore-and-aft schooners with three funnels, and their straight stems and rounded cruiser sterns give them a very smart and graceful appearance in addition to affording increased deck room. A cellular double-bottom is fitted, divided into eight compartments, affording increased security. The hull itself is divided by watertight bulkheads into nine com-



Steamship "Prince George," Sister Ship to "Prince Rupert"



## THE SCENIC SEA ROUTE



partments, so that the safety of the vessel, in the event of any compartment being damaged, is assured. With careful consideration for the comfort of passengers, to prevent the vessel's rolling, large bilge keels are fitted on each side. There are four decks, namely, lower, main, shelter, shade and boat decks.

A complete artificial ice and refrigerating plant is fitted in conjunction with cold storage chambers for carrying ship provisions.

The life-saving equipment and fire-extinguishing apparatus, always such an important feature on passenger vessels, have had special attention, and are fitted in accordance with the strictest regulations and requirements of the British Board of Trade and Canadian law.

The vessels are brilliantly illuminated with a complete installation of electric light, which enters largely into the general scheme of decoration, also a very powerful searchlight fitted on the foremast. A complete system of wireless telegraphy is also installed.



A Stateroom on Steamship "Prince Rupert"

At the after end of the shade deck is situated the first-class smoke-room, an elegantly fitted apartment panelled in dark fumed oak of late 18th Century Colonial design.

The observation room is situated at the fore end of the shade deck and is a most popular resort for passengers. This magnificent room has pride of place, and being designed with a semi-circular front of specially prepared, heavy plate glass, with divisional moulded pilasters and carved capitals, enables passengers to have an extensive range



## CANADA - ALASKA



of unobstructed view. The general equipment of the vessels is of the most ample description, and their comfortable appointments and luxurious accommodation ensure the comfort of the passenger.

### TOURS

The service of the Grand Trunk Pacific steamships is arranged to give a series of tours, by which passengers may cover conveniently the whole of the famous "Inside Passage" between Seattle and Skagway.

From Seattle passengers may make round-trip tours to Prince Rupert, Anyox, B. C., or Skagway, and other Alaska ports. From Skagway those who desire can connect with tours for the White Pass & Yukon Route, by rail over the White Pass, then down the Yukon River to Dawson or on to Nome. Perhaps the most popular tour is afforded for passengers who travel by rail one way or both directions through Prince Rupert, using Grand Trunk Pacific steamships between Prince Rupert and Vancouver, Victoria or Seattle, and making side trip from Prince Rupert to Skagway. By taking the steamship at Prince Rupert for Skagway and returning on the same ship to Prince Rupert, and on to Vancouver, Victoria or Seattle, a whole week at sea is obtained.

Tickets between central and eastern points and points on the Pacific Coast are sold via Prince Rupert at regular fares, including meals and berth while at sea, between Prince Rupert and Seattle, so Alaska trip is made at an additional cost of only \$32.00; passengers are thus able to get the *Alaska trip at half price*.

### RATES OF PASSAGE, INCLUDING MEALS AND BERTH

Between Seattle and Prince Rupert, \$20 each way.

Victoria, Vancouver and Prince Rupert, \$18 each way. (This portion of trip included on regular fares in tickets reading through to Prince Rupert.)

Between Seattle, Victoria, Vancouver and Skagway, Alaska, \$33 one way; \$60 round trip.

Prince Rupert to Skagway, Alaska, \$16 one way; \$32 round trip. (This is additional cost of side trip to Alaska for passengers traveling via Grand Trunk Pacific Railway to or from Prince Rupert.)



Parlor Room on Steamship "Prince Rupert"

## THE SCENIC SEA ROUTE

### RATES OF PASSAGE EXCLUSIVE OF MEALS AND BERTH

Between Seattle and Victoria . . . . . \$2.00 one way; \$3.50 round trip  
Between Victoria and Vancouver . . . . . 2.00 one way; 3.50 round trip  
Between Seattle and Vancouver . . . . . 3.00 one way; 5.00 round trip  
Table d'hote meals served at 75 cents each for breakfast and luncheon or supper, and \$1.00 for dinner.

Afternoon tea, 25 cents. Night lunch, 50 cents.

Berth each, \$1.00 and up.

All rates subject to change. Ticket agents will confirm these quotations or furnish the latest on request. Where rates include meals and berth, no charge is made for afternoon tea or night lunch.

### RESERVATIONS

Reservations should be secured as far in advance as possible and may be made through any railway agent or agent of the Grand Trunk System, list of whom is shown on page 45.

### SEATS AT TABLE

The steward will assign all passengers to seats at tables when stateroom is claimed at purser's office.

### BAGGAGE

Baggage will be checked through from point of origin to point of destination as far as practicable on through tickets; each full ticket entitles passenger to 150 pounds free; children's tickets, seventy-five pounds free. Regular steamer trunks, not exceeding thirteen inches in height, will be allowed in stateroom. All baggage should be marked with passenger's name, also name of steamer

### BATHROOM AND TELEPHONE PRIVILEGES

The steamships "Prince Rupert" and "Prince George" are fitted with hot and cold baths, both fresh and salt water. The use of these baths is free to passengers. Arrange with steward as desired.

Telephone connection with "S. S. Prince George" and "S. S. Prince Rupert," while in port at Seattle, Victoria, Vancouver and Prince Rupert.



### RAIL CONNECTIONS AT PRINCE RUPERT

Rail connections at Prince Rupert with Grand Trunk Pacific Railway to and from Edmonton, Saskatoon, Regina, Winnipeg, St. Paul, Chicago, Eastern Canada and the United States, including Atlantic seaboard ports.

### RAIL CONNECTIONS AT SEATTLE

Trains to arrive prior to hour of sailing:

#### *Chicago, Milwaukee & St. Paul Railway*

From Chicago, Milwaukee, St. Paul and Minneapolis.

The "Olympian" and "Columbian."

#### *Great Northern Railway—Through Trains*

From Chicago, St. Paul, Minneapolis, Spokane, { Oriental Limited  
and Everett. . . . . { Fast Mail

From Kansas City, Spokane and Everett. . . . . Southeast Express

From Portland and Tacoma. . . . . { Puget Sound Limited or  
any train

#### *Northern Pacific Railway*

From Chicago, St. Paul, Minneapolis and { North Coast Limited  
Spokane. . . . . { Western Express  
{ Puget Sound Express  
{ Northern Pacific Express

From St. Louis, Kansas City and Spokane. . . . . Missouri River Express

From Portland and Tacoma. . . . . { Puget Sound Limited or  
any train

#### *Oregon-Washington Railroad and Navigation Co.*

##### *Southern Pacific Railroad*

From Los Angeles, San Francisco and Sacra- { Shasta Limited  
mento. . . . . { Portland Express

From Portland and Tacoma. . . . . Three trains daily

#### *Oregon-Washington Railroad and Navigation Co.*

##### *Oregon Short Line*

##### *Union Pacific R. R., The North Western Line*

From Chicago, Omaha, Kansas City and { Chicago-Portland Special  
Salt Lake City. . . . . { China-Japan Mail





## THE SCENIC SEA ROUTE



### RAIL CONNECTIONS AT VANCOUVER

Trains due to arrive up to 11.30 p.m. of sailing date.

#### *Canadian Pacific Railway*

From Winnipeg and Calgary . . . . . { Pacific Express  
Imperial Limited  
St. Paul-Vancouver Express

Portland, Tacoma and Seattle. . . . . { Northern Pacific Through  
train

#### *Great Northern Railway*

From Portland, Tacoma, Seattle, Everett,  
Bellingham and New Westminster . . . . . { Vancouver Limited or  
earlier three trains

For further information and particulars as to routes, connections, rates, etc.,  
apply to any of the agents shown on page 45.



Over the White Pass into the Yukon by Rail

# THE NORTH AMERICAN ALPS

## FULL INFORMATION

The Tourist Department of the Grand Trunk Pacific Railway will be glad to place their services at the disposal of all who contemplate hunting, fishing or pleasure trips to the districts described in this booklet.

R. C. W. LETT, Tourist and Colonization Agent, Winnipeg, Man.

### GUIDES AND OUTFITTERS

Edmonton, Alberta.....	Davies Co.
Edmonton, Alberta.....	The Hudson's Bay Co.
Edmonton, Alberta.....	R. Kenneth, "Jasper Park Camp"
Hinton, Alberta.....	J. W. Warner
Lac Ste. Anne, Alberta.....	John Yates
Lacombe, Alberta.....	Fred Stephens
Pocahontas, Alberta.....	E. A. Baity
Jasper, Alberta.....	Otto Bros.
Jasper, Alberta.....	Brewster & Moore
Jasper, Alberta.....	Donald Phillips
McBride, British Columbia.....	Joe LaSalle
Penny, British Columbia.....	Norboe Bros.
Longworth, British Columbia.....	Benj. S. Sykes
Hazelton, British Columbia.....	R. S. Sargent
Telegraph Creek, British Columbia...	John Hyland

### TENT ACCOMMODATION—JASPER PARK

A camp run on hotel lines is operated during the summer in Jasper National Park, at Jasper. Rates, \$3.00 per day; \$18.00 per week. Travelers who do not wish to make up separate parties may enjoy a delightful holiday here, or they can make this camp their headquarters and arrange for one or more trips to other points in the park, using guides or not, as desired. There are shelters at Canyon and Medicine Lake where tourists may pass the night.

#### CANADIAN EXPRESS CO.

**Operating Over:** Grand Trunk Railway System, Grand Trunk Pacific Railway, Grand Trunk Pacific Coast Steamship Company, and the Transcontinental Line.

#### General Forwarders to All Parts of the World

Money Orders, Foreign Drafts and Travellers' Cheques issued—Payable Everywhere at Par—Safe, Economical, Convenient.

**General Offices, MONTREAL, QUE.**

**John Pullen, President**



# MOUNT ROBSON ROUTE



## GAME LAWS

### ALBERTA GAME LAWS

**Licenses**—Residents, \$2.50; non-residents, \$25; (for birds), \$5.00.

#### Open Season

Goat and Sheep (two males of each)—September 1st to October 14th.

Moose, Caribou, Red Deer—November 1st to December 14th. Bag limit (male only) one.

Mink, Fisher, Marten—January, February, March, November and December.

Otter, Muskrat—January, February, March, April, November and December.

Duck, Geese, Swan—September, October, November and December.

Crane, Snipe, Plover, Curlew—September, October, November and December.

Grouse, Partridge, Pheasant, Chicken—October and November. Bag limit, ten birds a day or 100 for the season.

Permit from Minister of Agriculture necessary to export game.

No person shall buy or sell any game heads unless branded by the Department.

### PROVINCE OF BRITISH COLUMBIA

#### Open Season

#### SHOOTING

**Big Game**—Moose—September 1st to December 31st.

Caribou—September 1st to December 31st.

Wapiti and Elk—September 1st to December 15th.

Coast, Mule and White-tailed Deer—September 1st to December 15th, both dates inclusive.

Mountain Goat—September 1st to December 15th.

Mountain Sheep—September 1st to November 15th.

Females and calves of Moose, Wapiti, Elk, Caribou and Sheep are not allowed to be killed at any time.

Wapiti or Elk are not allowed to be killed anywhere.

**Bag Limit**—Three Caribou, three Goats, three Sheep (not more than two of any one species, or more than one in the Kootenay District), Five Deer (not more than three of any one species), two Moose (one only in Kootenay).

**Small Game**—Land Otter, Marten, Beaver—November 1st to March 31st.

**Game Birds**—Wild Fowl of all kinds, Grouse of all kinds and Pheasants are opened yearly by Order-in-Council.

**It is illegal at any time** to buy, sell, or offer to buy or sell the heads of Moose, Wapiti or Elk, Caribou or Mountain Sheep.

To hunt Deer with dogs.

To kill more than 250 Ducks in one season.

To export any or any part of a Game Animal or Bird without a permit, or without a non-resident license. License must be produced before Collector of Customs.

For any non-resident to hunt, fish, trap or carry firearms, fishing rods or traps (except when travelling) without a license.

#### LICENSES FOR NON-RESIDENTS

All licenses must be obtained before fishing or shooting, and can only be obtained from the Provincial Game Warden at Vancouver or the Government Agent of the District.

**General License**—Fee, \$100; for all species of game in season; also fishing; good only from January 1st to December 31st.

**Bear License**—Fee, \$25; good from January 1st to July 15th.

**Bird License**—Fee, \$50; good throughout season as declared by Order-in-Council.

**Special Weekly Bird License** (for British subjects only)—Fee, \$5.00; may only be obtained at the discretion of the Provincial Game Warden at Vancouver.

**Fishing License**—Fee, \$5.00; good for one year from day of issue.

#### NOTE

**Important**—Close seasons for any species of Game Animal or Bird may be declared in any district at any time by Order-in-Council. Information on such matters should always be obtained beforehand from the Provincial Game Warden, or from a Deputy Game Warden or Government Agent.

#### FISHING

**Trout**—March 26th to November 14th, except east of the 120th Meridian, where it is May 1st to November 14th. No close season for angling for Salmon.

**Licenses** must be obtained to angle for any sort of Fish (see above).

**The Game Laws are subject to change.**



## THE NORTH AMERICAN ALPS



### GRAND TRUNK SYSTEM HOTELS



**THE CHATEAU LAURIER**  
Ottawa, Ont.  
350 Rooms. Rates \$2.00 and up  
European Plan



**THE FORT GARRY**  
Winnipeg, Man.  
300 Rooms. Rates \$2.00 and up  
European Plan



**THE MACDONALD, Edmonton, Alberta**  
300 Rooms. Rates \$2.00 and up  
European Plan

### THE HOTELS OF THE CENTURY

These three great hotels have been planned by the Grand Trunk System to serve the traveling public.

They set a standard in design and construction that has never before been reached in the Dominion.

In addition to the beauty of their furnishings, they offer the guest the maximum of Service.

## GRAND TRUNK SYSTEM AGENCIES

Alexandria Bay, N.Y. . . . CORNWALL BROS., Ticket Agents, Market Street.  
Battle Creek, Mich. . . L. J. BUSH, Passenger Agent, G. T. Ry. Station.  
Bay City, Mich. . . . GEO. W. WATSON, Passenger Agent, G. T. Ry. Station.  
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Ketchikan, Alaska . . . J. J. RALEIGH, Agent.  
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    "      "      . . . M. O. DAFOE, City Passenger and Ticket Agent, 122 St. James Street, corner  
                St. Francois Xavier.  
    "      "      . . . A. M. ROBERTS, Ticket Agent, Windsor Hotel.  
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Prince Rupert, B. C. . ALBERT DAVIDSON, General Agent, 526 Third Avenue.  
Quebec, Que. . . . GEO. H. STOTT, City Passenger and Ticket Agent, corner St. Anne and Du Fort  
                Streets and Ferry Landing, Dalhousie Street.  
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    "      "      . . . J. H. GOODIER, City Passenger and Ticket Agent, 917 Second Avenue.  
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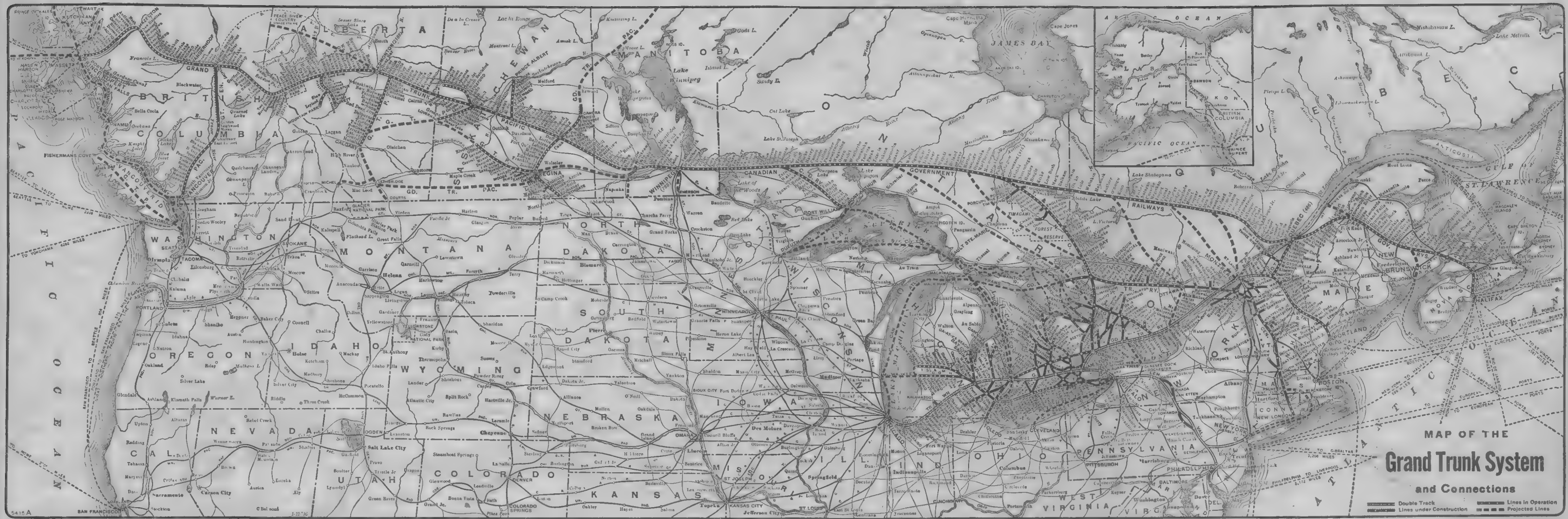
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